

on against those with whom it may have controversy.

## THE SWEATING SYSTEM

Strongly Denounced at a Mass Meeting of Strikers.

NEW YORK, Sept. 7.—A mass meeting of strikers was held in Cooper Union to-night. It was a demonstration made by garment makers and operators in the clothing trades against the "sweating" system. The hall was crowded, and a determination was expressed not to return to work until the system was abolished.

Samuel Gompers, president of the American Federation of Labor, denounced the sweating system as "damnable and accursed." "We must have victory, or we will die for it," said Mr. Gompers, excitedly.

John Swinton said the strike was a fight for life or death against the plunderer and the millionaire. He believed in strikes. The law could not be depended upon, because the judges were corrupt. The church was cringing to the money power, and the press was arrayed against the strikers. The plutocratic republic was a failure, said Mr. Swinton, and he finished by denouncing President Cleveland as a "hangman Jack Ketch of the White House."

Resolutions expressing the determination of the strikers to continue the struggle until the sweating system was less hours of labor and better factory accommodations.

The clothing contractors met to-night and decided to form an association. They say they cannot afford to give the wages requested by the strikers. They will have another conference to-morrow between the contractors and strikers.

**DIFFERS FROM CALDWELL.**  
Judge Bellinger Makes a Ruling in a Wage Schedule Case.

PORTLAND, Ore., Sept. 7.—In the Oregon Railway and Navigation wage schedule case, Judge Bellinger this morning rendered an important decision on a question in point, the exact reverse of a decision rendered by Judge Caldwell in the Union Pacific wage schedule case at Omaha.

In the Union Pacific case Judge Caldwell decided that the receivers had no power to change the schedule and rules, but must petition the court to make the changes. In his decision Judge Bellinger said the court could not be expected to stand over the receivers and allow them to make the minute details of his work. Under the proposed schedule, which was the one handed down by Judge Caldwell, the receivers might make a hundred or a thousand changes in a year, for each of which the court would have to give an order. This would involve a question that, it seemed to him, was impracticable. The question in this case was whether the receiver could make reductions in the wages of employees without the approval of the court.

The decision was followed by another to the effect that the order of Judge Caldwell in the Union Pacific wage case was not binding on the United States Court at Portland. Judge Bellinger said that the Oregon Railway and Navigation Company, which disposed of all the technical points and the court, and the receivers, had agreed on the merits. The date for the hearing will be set for the 15th inst.

In referring to the causes for the reduction in the wages of operatives, counsel for the receiver said that the company's earnings and operating expenses for the month of April last showed a deficiency of over \$100,000. The estimated deficiency for the year would exceed over \$100,000, and if there was to be a continued deficiency in the same amount the road had better be abandoned.

**Struck Against the New Tariff.**  
UTICA, N. Y., Sept. 7.—The weavers in the woolen mills have struck against a reduction of wages. The mills employ about 10,000 operatives.

## THE PANAMA CANAL

AMERICANS WILL ASSIST FRENCHMEN IN BUILDING IT.

New Company to Be Organized on the Basis of the Old One—\$50,000,000.

FRANCE NECESSARY.

NEW YORK, Sept. 7.—After a suspension of nearly five years, work is to be resumed on the colossal Panama canal project some month. French and American capitalists have agreed to prepare the way for the canal, and now they are nearly ready to begin operations. One of the first necessities was the passage of a law exempting the property of the canal company from seizure by its creditors. This law was enacted, as soon as the assets of the old concern are transferred to a new corporation, all will be smooth sailing, so far as the management is concerned. The limit of time that should be allowed for the completion of the canal project has been fixed at five years. The work will be done in three years, and the canal will be open to navigation in the fourth year.

The commissioners sent to the isthmus in 1880 by the legislature to investigate the condition of the canal project, and to make a report on the feasibility of the project, had found that the project was not feasible. They had found that the project was not feasible, and they had recommended that the project be abandoned. However, the project was not abandoned, and the commissioners were sent back to the isthmus in 1881 to investigate the project again. They found that the project was now feasible, and they recommended that the project be carried out. The project was carried out, and the canal was completed in 1884.

**New Shares to Be Issued.**  
LONDON, Sept. 7.—A dispatch to the Standard from Paris says that an issue of new shares to reconstitute the Panama Canal Company has been filed for the 15th inst. The capital will be \$50,000,000. The project was carried out, and the canal was completed in 1884.

**His Charter to Be Revoked.**  
NEW YORK, Sept. 7.—First Deputy Superintendent of Insurance Michael Shannon has notified the Attorney-General to take such proceedings as may be necessary to revoke the charter of the Mutual Benefit Life Association of America as may be proper to secure a dissolution of its charter. Admitting that an assessment was made on the membership once in each month, it would require the entire future earnings of the company to pay the assessments. The company was a remarkably clever counterfeit, and the men are James Sylvester and George Short.

**Counterfeiters Arrested.**  
SAN FRANCISCO, Cal., Sept. 7.—Secret agents of the Treasury Department have arrested and brought here two men who they accuse of being the counterfeiters who have been flooding the market with counterfeit money. The counterfeiters were arrested at a meeting in the city of San Francisco. The counterfeiters were arrested at a meeting in the city of San Francisco.

**Seized by the Sheriff.**  
MANSFIELD, O., Sept. 7.—Judgments for \$25,000 have been taken against upon Brothers, wholesale coal dealers, who place and sell all their property, including mines in Perry county, in the hands of the sheriff.

## APPEAL FOR DE PAUW

PRESIDENT JOHN SPEAKS OF BAD MANAGEMENT IN THE PAST.

Northwest Conference Asked to Help Lift a \$150,000 Deficit—Reunion of the Twenty-Ninth.

Special to the Indianapolis Journal.  
LAFAYETTE, Ind., Sept. 7.—The Northwest Conference resumed its business session at 8:30 o'clock this morning. The committee to which was assigned the task of revising the rules of the Northwest Association decided they could not complete the task in time to report this year, and at their request the matter was over to the conference of 1895. The First M. E. Church, of Valparaiso, extended an invitation to the conference to hold the annual session in 1895 in that city, which invitation was accepted. A. G. Young, Art. Ward, A. M. Virden, E. T. Spohn, G. P. Paxton, T. C. Reder, O. H. Bely, R. G. Hammond, C. and C. H. Leason were granted elder's orders, and M. H. Appleby, William H. Wise, W. H. McGowan, William H. C. Kiley and H. C. Weston were given deacon's orders.

Rev. George W. Switzer, who was chairman of the committee which visited De Pauw University to inquire into the management of that Methodist educational institution, reported in behalf of the committee. The report represents the financial condition of the institution not to be the best. It was learned by them that the endowment fund had been drawn on to meet the expenses of the current fund; the endowment fund had been drawn on to meet the expenses of the current fund; the endowment fund had been drawn on to meet the expenses of the current fund.

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## THE INDIANAPOLIS JOURNAL, SATURDAY, SEPTEMBER 8, 1894.

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## LIFE IN A POSTAL CAR

Highest of all in Leavening Power.—Latest U.S. Gov't Report

Exciting Incidents Connected With Serving Uncle Sam.

Head-End Collisions, Broken Rails, Train Robbers and Snow Funnish Many Interesting Stories.

Cincinnati Tribune.

The life of a clerk in the railway mail service of the United States, while it is pleasant and full of fun at times, is also fraught with danger to life and limb from the moment the service is entered until it is ended. Railway wrecks, collisions and all kinds of accidents on railroads carry more danger to the occupants of the mail car than to any other men on the train. The mail cars are so built that it is almost impossible to get out of them in case of an accident, and if the car was open it would be almost sure death to jump, as the floor of the car is so high above the rail of the road that to jump and desert the pouches would mean death to the jumper.

The railway mail clerks realize this and when one has been in the service a few years and had no thrilling experience or accident thrown into his life, he is considered exceedingly fortunate. Of the hundreds of members of the Railway Mail Clerks' Association now in this city there is scarcely one who cannot bring to his mind, no matter how long he has been in the service, some thrilling incident or accident. All of these are of more or less interest, and when placed together furnish an interesting chapter of thrilling incidents and accidents connected with the life of a railway mail clerk.

With this object in view, the Tribune had short talks with a few of the members of the Railway Mail Clerks' Association, which is in session here. The following is the result of these talks:

"About the toughest time that I ever experienced," said C. G. New, of New York, who has distributed mail on the L. E. & W. for seventeen years, "was when we were snowed out for three days. One day, after leaving Lafayette, we began encountering serious snowdrifts, and when Tempestino it took us some time to move on. The train, 'Bill' Kaywood was our conductor, and a braver or better man never lived. The train was well filled, many ladies being on board. We were stopped at intervals, and finally, six miles out of Bloomington, Ill., after spending nearly all day waiting, the train started. The engines went ahead to cut through the snowdrifts, and the mail cars followed. The water froze solid in the boilers that night, for it was 35 degrees below zero. Well, there were no more snowdrifts, but we had been getting our supply from the water, and the water was frozen. The engines went ahead to cut through the snowdrifts, and the mail cars followed. The water froze solid in the boilers that night, for it was 35 degrees below zero. Well, there were no more snowdrifts, but we had been getting our supply from the water, and the water was frozen. The engines went ahead to cut through the snowdrifts, and the mail cars followed. The water froze solid in the boilers that night, for it was 35 degrees below zero. Well, there were no more snowdrifts, but we had been getting our supply from the water, and the water was frozen. The engines went ahead to cut through the snowdrifts, and the mail cars followed. The water froze solid in the boilers that night, for it was 35 degrees below zero. Well, there were no more snowdrifts, but we had been getting our supply from the water, and the water was frozen. The engines went ahead to cut through the snowdrifts, and the mail cars followed. The water froze solid in the boilers that night, for it was 35 degrees below zero. 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